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25X1A

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25X1X

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25X1

1. Although I am not fully informed on the organization and operations of the Chief Directorate of Maritime Industrial Enterprises (GlavMorProm), I am reasonably certain that the information which I have is accurate. The shipyards listed below represent, I believe, about 80 per cent of all the GlavMorProm installations.

2. Three organizations are concerned with the industrial installations of the Merchant Fleet, namely:

(a) The Chief Directorate of Maritime Industrial Enterprises (GlavMorProm), which is primarily responsible for ship repair yards (sudeo-remontnyy zavod);

(b) The Chief Directorate of Machinery Construction Enterprises (GlavMashProm), which is chiefly engaged in the manufacture of spare parts and the construction of small vessels 25X1A

(c) The Central Technical Directorate (Tsentrallye Tekhnicheskoye Upravleniye, TsTU) 25X1A

CLASSIFICATION

SECRET

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SECRET/SECURITY INFORMATION

25X1A

-2-

3. The activities of these three agencies tend to overlap and the division of responsibility between them is far from clear. Frequently the yards of GlavMashProm are engaged in ship repair and the yards of GlavMorProm are producing small vessels. This confusion may be due to the fact that until 1946 the activities now assigned to GlavMorProm and to GlavMashProm were handled by the Central Directorate of Industrial Enterprises (Tsentrallyye Upravleniye Morskoy Promyshlennosti - TsUMorProm). Another factor complicating the control of industrial installations of the Merchant Fleet is the existence of ship repair shops (sude-remontnaya masterskaya), often of considerable size, which are directly under the control of the individual steamship companies.

Organization of GlavMorProm

4. The head of GlavMorProm is Yefimov (fnu), Engineer-Captain, MF, First Class. As in the case of all chief directorates, Yefimov is assisted by a group of staff sections which are primarily concerned with the establishment of the budget and production plans. Making the budget for GlavMorProm is a complicated matter as it is dependent on the requirements submitted by the various yards and plants and on the allocations of funds made by the Ministry of the Merchant Fleet (MMF). The state takes the largest proportion of the profits made by the MMF and the rest is used to make the annual allowances, always insufficient, to the various directorates of the ministry. Before any allocation is made to GlavMorProm this directorate must submit to the MMF the correlated requirements of all its yards for the forthcoming year. When GlavMorProm receives its funds from the MMF it must determine the apportionment for each of its yards and these in turn are faced for the second time in the same year with the problem of working out their production plans and schedules, this time on the basis of actual funds assigned.
5. The chiefs of the GlavMorProm staff sections are paid from 1,700 to 1,900 rubles per month in wages and their deputies get from 10 to 15 per cent less. The sections are the following:
- (a) The Planning and Economic Section (Planovo-Proizvodstvennyy Otdel) is primarily concerned with budgetary and planning matters. It has about 25 people, working in three groups, each concerned with a different region: the southern seas, the northern seas, and the Far Eastern seas.
 - (b) The Accounting Office (Bukhgalteriya) consists of 10 people engaged in the supervision of the financial activities of the directorate and in checking reports sent in by the yards. This section also issues the funds for the operations of the yards.
 - (c) The Labor and Wages Section (Otdel Truda i Zarplaty) is headed by Nikolay Stulin, Captain, MF, Third Class, who has six to eight assistants.
 - (d) The Personnel Section (Otdel Kadrov) has about five people.
 - (e) The Technical Supply Section (Otdel Snabzheniya) has about five people. It is responsible for procurement of spare parts and engineering supplies from the Chief Directorate of Maritime Technical Supplies (GlavMorTekhSnab) [redacted]

25X1

SECRET

SECRET/SECURITY INFORMATION

25X1A

-3-

- (f) The Engineering Section (Tekhnicheskii Otdel) has about 10 people who represent GlavMorProm in meetings with representatives of GlavMashProm and TsTU. At such conferences efforts are made to coordinate the production and utilization of spare parts and machinery.

Ship Repair Work

6. Checking on the progress of repair work varies according to the size of the yard and is done in the following ways:
 - (a) In large yards there is an Office of Shop Control (Byuro Tsekhovogo Kontrolya - BTsK). Officials of this bureau are assigned to a particular shop where they have to insure the smoothness of operations. They work in close coordination with other officials, assigned to different shops in the same yard, in order to secure a smooth flow of work from one shop to another.
 - (b) In smaller ship repair yards there are Sections for Technical Control (Otdel Tekhnicheskogo Kontrolya - OTK) which consist of inspectors who go all over the yard to place their stamp of approval on spare parts when they are completed. Each inspector has his own stamp, recognizable by a particular design, such as a letter or number within a square, circle, or hexagon. The stamp which is impressed on a part merely indicates that it is in conformity with the job order and that it was approved by a particular individual. The stamp does not refer to any special type of equipment or to a particular yard. In certain cases a highly qualified worker is allowed to put his own seal of approval on the parts he turns out but this does not mean that the regular inspectors will necessarily approve them.
 - (c) In some larger yards it is the practice to assign a supervisor to a ship when it comes in for repair and to make him responsible for the smooth progress of work on it. In smaller yards the foreman of the individual repair shop is responsible for the work done by his own shop and there is no one who is responsible for the smooth and timely completion of all the work done on a particular ship.
7. Ship repair work falls into three main classifications, according to whether it is general, secondary, or current overhaul, as follows:
 - (a) General overhaul (Kapital'nyy remont) is generally scheduled for the first time after a ship has been in service for about nine to 12 years, and thereafter every six years. This is also dependent on the type of ship and its characteristics, and on the amount of depreciation it has undergone. In general overhaul the major components of the ship are repaired or replaced, and all the auxiliary components are checked at the same time. This type of repair usually lasts from six to 12 months.
 - (b) Secondary overhaul (Sredniy remont) involves the repair of those major ship components needing attention but is far less extensive than general overhaul. All auxiliary machinery is checked, cleaned, and put in proper operating condition. Theoretically this type of repair work is done every three years and lasts for about three to six months.

SECRET

SECRET/SECURITY INFORMATION

25X1A

-4-

- (c) Current repair (Tekushchiy remont) covers the disassembly and cleaning of auxiliary equipment where needed. Valves are ground, bearings re-babbitted, and worn parts are replaced. This repair is scheduled annually and lasts for about one to four months.
8. These three types of repair programs are all theoretical and completely unrealistic in view of the general Soviet policy on the utilization of vessels in the Merchant Fleet. The practice is to operate ships to the limit of their capabilities and to make repairs only when the equipment breaks down. The effects of such methods are disregarded and the result is that operations are very inefficient and uneconomical. The tremendous demand for spare parts is due to this strain on the equipment, to the obsolete machinery, and to untrained personnel.
9. That the theoretical periods of overhaul are not observed can be proved by the following examples:
- (a) Two vessels belonging to Reydtanker were sent to the ship repair yard Tenth Anniversary of the October Revolution in Astrakhan. The icebreaker Kaspiy stayed there 15 years and the tug Spartakovits nine years;
- (b) In 1940 the tug Leningrad was sent to the same yard. After it had been given what amounted to a new hull the replacement of the machinery was discussed for six years while the tug was tied to a pier. When the decision about the machinery was finally made, the new steel hull had deteriorated to such an extent that it would have been necessary to replace it once more. Instead, it was decided to move the tug to the Golden Bay, a short distance downstream from the main harbor on the Volga. For exact location see USAF Complex Series, 100, Astrakhan 0248-9999-100, Center of Target HO72-V075. In this bay there were more than 20 ships and barges which had been sent there because they were no longer usable. All these ships, however, are retained on the Registry of the Merchant Fleet and a few people are kept on board. This is done because the ministry refuses to strike vessels from the lists even after they have become completely useless.
10. The poor operation of the ship repair yards is largely the fault of GlavMorProm. There is a marked tendency in this directorate to avoid responsibility for the repair work. This is shown by the efforts made to have the yards placed directly under the respective steamship companies and by the desire of this directorate to be looked upon as a group of highly qualified specialists who establish methods and techniques for the guidance of all repair facilities within the Ministry of the Merchant Fleet. The directorate does practically no inspecting of the yards and makes no effort to impose effective controls on their activities. No more than 25 per cent of these repair yards ever fulfill their production quotas, while the remaining yards are always below their norms.
11. The indifference of GlavMorProm toward the ship repair yards can be proved in many ways. For example, there is a directive which promises awards and bonuses to individuals who discover new processes, machines, or articles of manufacture. Special patent (patent) sections should be established to process meritorious suggestions coming from engineers and technicians. In GlavMorProm, however, this responsibility has been divided between the Engineering Section and the Labor and Wages Section, with the result that neither of the two is willing to deal with the matter.

SECRET

SECRET/SECURITY INFORMATION

25X1A

-5-

12. In addition to the periodic repairs done in the yards, time is allotted, between voyages, for maintenance work by the crews (mezhdru reydivy remont). In these short periods valves are ground by hand and routine inspections of the engineering spaces are made for preventive maintenance. In steam plants the firesides are cleaned and in Diesel propulsion plants the bearings of the piston connecting rods are all checked. These are the only really effective repairs, as the work done in the yards is so rare and of such low quality that it is of little value.
13. About every three months a short period is allowed, wherever possible, for a boiler-motor cleaning (kotlo-motor chistka) by the crew. In Diesel plants this means that the cylinders and piston rings are cleaned; in steam plants the fire and water sides of the boilers are scraped. Boiler compound is added to the water during the periods of operation, but, to remove the scale which is deposited in spite of this precaution, positive action is needed. This is done by the usual techniques of cold shocking during operation of the boiler and by scraping the rest of the scale with a chisel. A strict regulation provides that this cleaning will not be undertaken without prior approval and a time limit of 72 hours is set and strictly enforced. The three month interval between cleanings, however, is not observed strictly.

Ship Repair Yards of GlavMorProm

14. The various ship repair yards of GlavMorProm and GlavMashProm have expanded on the average about 50 per cent since the beginning of World War II. Some of the yards which have expanded most are the following:
- (a) The ship repair and shipbuilding yard (sude-remontnyy i sude-stroitel'nyy zavod) at Riga
 - (b) The shipbuilding yard imeni Kanonerskiy at Leningrad
 - (c) The ship repair yard imeni Andrey Marti in Odessa
 - (d) The ship repair yards imeni Vano Sturua and Zakfederatsiya, both at Baku
 - (e) The ship yard Tenth Anniversary of the October Revolution at Astrakhan has expanded about 100 per cent since the beginning of World War II.

The number of engineers and trained technicians for these yards has also been increased but not enough to keep pace with the requirements caused by the expansion of the yards.

15. There are three broad production classifications applied to all industrial installations of the Ministry of the Merchant Fleet. These classifications are based on the size of the operations, calculated in terms of rubles, as follows:

- Class I Ship repair, ship construction, and industrial installations whose production exceeds 10 million rubles per year;
- Class II Installations whose production is from five to 10 million rubles per year;
- Class III Installations whose production is from one to five million rubles per year.

SECRET

SECRET/SECURITY INFORMATION

25X1A

-6-

17. The following ship repair yards, 18 in all, listed by regions, are under the control of GlavMorProm:

Caspian Sea

- (a) Ship Repair Yard Parizhskaya Kommuna at Baku, Class I.
- (b) Ship Repair Yard Zakfederatsiya at Baku, Class I. The director of this yard is Sizov (fnu), Engineer Captain, MF, First Class. It is devoted exclusively to the repair and maintenance of vessels belonging to the Caspian Petroleum Shipping Company (KaspTanker) and employs about two thousand workers. It has a dry dock capable of receiving tankers of 10-thousand-ton cargo carrying capacity and several machine shops which perform specialized repair on various types of equipment. In winter, between navigation seasons, the yard is in operation for 24 hours a day and uses three eight-hour shifts of workers. The yard is large and has a special section of supervisors to insure the prompt completion of repairs. Each supervisor is assigned to a particular ship and is responsible for the smooth and timely repair work on it.
- (c) The ship repair yard at Krasnovodsk, probably Class III, employs about 350 workers and its facilities are available to small vessels stationed in Krasnovodsk and to visiting vessels in emergencies.
- (d) Ship Repair Yard imeni Karla Marksa at Astrakhan, Class III. This yard is devoted exclusively to the repair of vessels of the Roadsteads Technical Fleet (ReydTekhFlot) and specializes in the repair of dredges. A special report will be published on this yard.
- (e) The ship repair yard at Makhachkala, Class II, employs about 800 workers and repairs small vessels as well as visiting ships in emergencies.

Black Sea

- (a) Ship Repair Yard Krasnyy Moryak at Rostov/Don, Class II. The facilities of this yard are used for the repair of vessels belonging to the Azov Steamship Company and the Directorate of the Azov Sea Routes. It employs about 800 workers.
- (b) The ship repair yard at Poti, Class II, provides repair facilities to port vessels and emergency repairs to visiting vessels. It employs some 600 workers.
- (c) Ship Repair Yard imeni Feliks Dzherzhinskiy, at Tuapse, Class I, generally repairs dry cargo ships and also tankers belonging to the Black Sea Petroleum Steamship Company (SovTanker). Until 1946 this yard belonged to SovTanker and it is still somewhat dependent on this company. It has a large, well-equipped yard, capable of performing all types of ship repairs. It employs about two thousand workers.
- (d) The ship repair yard at Novorossiysk, Class I, provides facilities for port vessels and emergency repairs for visiting vessels. The director is Kvashnin (fnu), Engineer Captain, MF, 2nd Class. It has a well-equipped boiler and hull shop and employs about one thousand workers.

SECRET

SECRET/SECURITY INFORMATION

25X1A

-7-

- (e) The ship repair yard at Zhdanov, Class II, performs repairs on port vessels and emergency repairs on visiting vessels. The director is Leshchinskiy (fnu), whose rank I do not know.
- (f) The ship repair yard at Nikolayev on Bug, Class I, provides facilities for port vessels and also for those of the Black Sea Dry Cargo Steamship Company. It employs about one thousand workers.
- (g) Ship Repair Yard imeni Andrey Marti at Odessa, Class I. The director is Soyfer (fnu), Engineer Captain, MF, First Class. The yard makes repairs for the Black Sea Dry Cargo Steamship Company and I believe that it also does some work for the Navy Ministry. This is the largest yard in the Black Sea area and it is very well equipped. It has two dry docks, each capable of receiving 20 thousand-ton vessels -- the Rossiya was once in one of these docks -- several specialized machinery repair shops and an electro-plating shop.

Baltic Sea

- (a) The ship repair and ship construction yard at Riga, Class I, is extremely large. The director is Brutyan (fnu), Engineer Captain, MF, First Class. This yard originally belonged to GlavMashProm but was transferred to GlavMorProm in 1949. It repairs vessels of the Latvian Steamship Company and the Estonian Steamship Company. In construction, the yard specializes in tugs up to one thousand hp. These are mostly harbor tugs and they are of good quality. I cannot give figures on the volume of tug construction.
- (b) The ship repair yard at Klaypeda, Class II, works on vessels of the port and also does emergency repairs on visiting vessels. It employs about 800 workers.

White Sea

- (a) The ship repair yard at Murmansk, probably Class I, repairs transport vessels and also vessels assigned to port facilities. It has about 1,500 workers.
- (b) The ship repair yard at Arkhangelsk, Class II, repairs vessels up to one thousand tons and employs about one thousand workers. The director is Solombola (fnu), rank unknown.
- (c) The Ship Repair Yard Krasnaya Kuznitsa at Arkhangelsk, Class I. The director is Lev Mardenskiy, Engineer Captain, MF, Third Class. It repairs large vessels belonging to the Northern Steamship Company and employs about 1,500 workers.

Far Eastern Seas

- (a) Ship Repair Yard Dal'nevostochnyy at Vladivostok, Class I. The director is Yakovlev (fnu), Engineer Captain, MF, First Class. It is a very large yard and performs repairs for the Far Eastern Steamship Company, port vessels, and possibly also for Navy vessels. It has about three thousand workers.

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